

Kensington & Chelsea Pembridge Square to Meanwhile Gardens

29 March 2019

<https://www.rbkc.gov.uk/parking-transport-and-streets/getting-around/cycling-and-walking/pembridge-square-meanwhile-gardens>

About the London Cycling Campaign

London Cycling Campaign (LCC) is a charity with more than 20,000 supporters of whom over 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

This response was developed with input from LCC's borough groups.

General comments on this scheme:

These proposals are opposed.

This "Quietway" scheme offers such a low level of intervention on the route alignment proposed, and such a circuitous route, that it is unlikely these proposals will either offer significant improvements to those who currently cycle in the area, or offer enough amenity for those who want to cycle that any will begin to cycle in the area because of this scheme.

Specific points on this scheme:

- It is impossible to accurately assess the likely level of interventions needed along this route without further detail on the volumes and speeds of motor traffic likely to be encountered along it. However, it is likely that without higher levels of intervention than currently proposed, motor traffic volumes and speeds will be too high to enable a wider range of people to cycle here. The best possible proposal for many of the streets this scheme covers would be a "low traffic neighbourhood" (<https://lcc.org.uk/pages/low-traffic-neighbourhoods>).
- TfL's Strategic Cycling Analysis highlights that this route passes through areas of the current highest demand for cycling and areas with both current highest demand and future potential for growth. The proposals are doubly disappointing, therefore, in failing to provide for current cyclists or potential future ones.
- There is not a consistent approach to controlling speeds on all streets – only one street is set to receive sinusoidal speed humps.
- Similarly, there is not a consistent approach to crossings of the higher traffic volume roads. Nothing is proposed for the mini-roundabout at Pembridge Crescent and Chepstow Villas, nothing for cycling is proposed for the crossing of Westbourne Grove and the crossing of Pembridge Road to Pembridge Square offers no raised treatment for the crossing, which is away from the "desire line" at the junction, and

is accessed via busy “shared space”.

- The design of the new island on Pembridge Square seems a missed opportunity to provide greater public realm space by integrating the island into the square and not providing a “slip” road.
- This scheme should be assessed using TfL’s new Quality Criteria. If the scheme fails the criteria, this scheme should not be funded to any degree by TfL and TfL should also oppose it as a viable cycle route on that basis.

General points about infrastructure schemes:

- The Mayor’s Transport Strategy relies on a growth in cycle trips to keep London moving. This means infrastructure schemes must be designed to accommodate growth in cycling. Providing space for cycling is a more efficient use of road space than providing space for driving private motor vehicles, particularly for journeys of 5km or less. In terms of providing maximum efficiency for space and energy use, walking, cycling, then public transport are key.
- As demonstrated by the success of recent Cycle Superhighways and mini-Holland projects etc., people cycle when they feel safe. For cycling to become mainstream, a network of high-quality, direct routes separate from high volumes and/or speeds of motor vehicle traffic is required to/from all key destinations and residential areas in an area. Schemes should be planned, designed and implemented to maximise potential to increase journeys – with links to nearby amenities, residential centres, transport hubs considered from the outset.
- Spending money on cycling infrastructure has been shown to dramatically boost health outcomes in an area. Spending on cycling schemes outranks all other transport modes for return on investment according to a DfT study. Schemes which promote cycling meet TfL’s “Healthy Streets” checklist. A healthy street is one where people choose to cycle.
- All schemes should be designed to enable people of all ages and abilities to cycle, including disabled people.
- Evidence from TfL and from many schemes in London, the UK and worldwide shows the economic benefits, including to businesses, to be found from enabling a wider range of people to cycle more. Further evidence shows how cycling schemes also benefit air quality and reduce climate changing emissions, as well as improving resident health outcomes and reducing inactivity, as mentioned above.
- LCC wants, as a condition of funding, all highway development designed to London Cycling Design Standards (LCDS), with a Cycling Level of Service (CLOS) rating of 70 or above, with all “critical issues” eliminated. Above 2,000 Passenger Car Unit (PCUs) motor vehicle movements per day, or 20mph motor traffic speeds, cycling should be physically separated from motor traffic.